

The Evening Times and Star

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WHAT WILL THEY DO?

The statements made by Commissioner McLellan at yesterday's meeting of the city council make it all the more necessary that the people of the province should be given the fullest information concerning the affairs of the St. John and Quebec Railway Company and its relations with the provincial government. How much money has the company received? Where has it gone? Why has it cost more to build the east-end portion of the line than it was anticipated would complete the whole work? What are the relations between the government and the contractors and between contractors and officials? What guarantee is there that if the aid now asked for is given there will not be another raid on the provincial treasury year or two hence? Will the road reach St. John by the Robbsey route? When will it be completed?

WHERE IS MR. HAZEN?

In view of the present discussion of railway matters in St. John and throughout the province, an extract from the speech of Mr. F. B. Carvell in the House of Commons on Wednesday last is of very special interest. Mr. Carvell pointed out that the people of New Brunswick were led to believe that the city of St. John would be one of the terminals of the Grand Trunk Pacific, connection being made with St. John over the Valley Railway. Mr. Carvell further pointed out that the present Valley Railway, which he described as a tramway, does not go within twenty-five miles of the Grand Trunk Pacific, nor does it go to St. John, and in his belief the tory government never intended that it should come here, but that it should run from Andover on the Canadian Pacific at one end to Westfield on the Canadian Pacific at the other. Continuing Mr. Carvell said:

"Years have gone by, and not a finger has been lifted to give St. John access to this great work. We are paying our share and getting no benefit, and as far as I can see years more will go by and we will not have any chance of participating in the benefits. I wish that the Minister of Marine and Fisheries (Mr. Hazen) were here tonight. I hope that before the debate concludes he will take the people of New Brunswick into his confidence and tell them what he is doing and what he hopes to do in order to give his own city connection with this work, and put the people of that city in a position to receive their portion of the benefits which they have fondly hoped they would receive from the expenditure of millions on this great project. He is not here; I am afraid he will be as usual on this question as he was during the debate in this House on the famous Gutelius agreement by which our rightful freight business is carried by Mr. Gutelius, for one-half what it actually costs to transport it, away to Halifax. The hon. minister was very anxious to have a chance to talk about it, so anxious that he got the Minister of Public Works to adjourn the debate in order that he might discuss it later on. The resolution went to the bone pile and is there yet; it has never been called up and never will be. The minister has not had an opportunity to discuss it, he never will, and I am afraid he will be quite as silent in this debate as he has been on all other matters referring to his own city, his own constituency, and our great commercial port. These things are not in the report, but they are of great importance to all the electors of New Brunswick, and of more special importance to the electors of the Minister of Marine and Fisheries than all of this put together."

ASQUITH'S BOLD STROKE

By a bold stroke Premier Asquith has again changed the complexion of affairs in the British parliament. He has himself assumed the burden of the war of office, as a guarantee to the Liberal party and the country at large that the civil

power shall prevail, and that there is to be no military dictatorship. His action has restored harmony, and rallied to the government's support the strength of the Laborites as well as of the Liberal party; while the Unionists regard with dismay the prospect of a campaign in which Parliament versus the Army might be the rallying cry. The Unionists are now reaping the results of their tampering with the army, and some of them have quite lost their heads and are rushing to extremes. Thus, Mr. F. E. Smith, who is one of the chief supporters of Sir Edward Carson, in a speech in the house last night said:

"Whatever the consequences, civil war or any other calamity that might dismember the whole Empire, the Unionist party would support Ulster whatever the consequences might be." If this is not treason, what is it? Surely the party whose boast it has been for years that it stood for loyalty to the king and constitution has fallen from its high estate. One of its leading members asserts that he is prepared, and his party is prepared, to rebel against the expressed wishes of the people of the United Kingdom, rather than have a policy which has been endorsed more than once by the majority of the people not only in Ireland, but in England, Scotland and Wales, carried into effect. The position of the government is made stronger by the conduct of such opponents as Mr. F. E. Smith. The crisis in parliament has been met by the prime minister with consummate statesmanship, and despite the resignation of Col. Seely, Sir John French and Sir John Ewart, the atmosphere today is very much clearer than it was at the end of last week.

A bill to close hotel bars on Saturday afternoon and on all legal holidays was defeated in the Ontario legislature yesterday at the instance of Hon. W. J. Hanna, who said that the government was already keeping pace with the minds of the people in the matter of temperance legislation.

The claim that the city council should have control of the expenditure on schools would be endorsed by the majority of the people in St. John if they were given an opportunity to vote on the question. This fact, however, is in no sense an argument against the introduction of the kindergarten as a part of the common school system. The curriculum is one thing and the finances another.

The Standard this morning made no reference whatever to Valley Railway affairs, the speech of Commissioner McLellan on that subject yesterday, or the fitting back and forth of analogous politicians between St. John, Fredericton and Ottawa. The Standard, however, used big type to tell its readers that there was "ignorance, misrepresentation and a lack of information concerning the Grand Trunk Pacific Railway. That's some consolation."

It was announced yesterday that the Borden government had appointed Mr. R. A. Pringle, K. C., ex-M. P., to investigate the charges made by Mr. F. B. Carvell in relation to the Southampton Railway. Mr. F. B. Carvell, M. P., will now have an opportunity to give fuller information concerning the "padding items and other irregularities." If Mr. Pringle conducts a real investigation, some very interesting evidence should be brought to light.

Representatives of the St. John city council and board of trade who discuss Valley Railway matters with the provincial government should be extremely careful before committing themselves to the support of any proposition which does not ensure the completion of the railway to Grand Falls as well as to St. John. The government was originally pledged to this policy, and should not be permitted to vary the original plan. Whatever is done should be done in the open, so that all the people may have an opportunity to pass judgment upon the merits of the proposition; and those who represent the interests of St. John should hold themselves free to condemn any arrangement which would fail to do justice to the city and province.

There was a terrible noise coming from the direction of the dining-room and the food mother, alarmed rushed in. On the floor her son, aged 10 was going through all manner of contortions—somersaults, both backward and forward. Bang, bang, he went. "Willie! Willie!" she cried. "What are you doing? You'll—"

For a moment Willie paused in his gymnastics. "Oh, it's all right mother!" he gasped. "You see, I forgot to shake my medicine before taking it—like you always told me to do. So I thought I'd shake myself up as the medicine was inside me."

The proprietor of a newspaper in Eberwadi, a small Prussian town near Berlin, prints an issue two days in the week on one side of the paper so that it may be used to wrap up provisions without the ink touching the food. In order that there may be as much news the sheet is twice as large on those days as usually.

BIRTHDAYS OF NOTABILITIES

TUESDAY, MARCH 31

Hon. George P. Graham, who rounds out his fifty-fifth birthday today, has the well-earned reputation of being one of the wisest Canadians of the time. He is seen at his best as toast-master at a banquet, where his ready tongue finds scope for abundant quips and jests. But he has also won renown as politician and administrator. Originally a newspaper man and for years an editor, first in Montreal and then in Brockville, he began his political career in 1898 when he was elected to the Ontario Legislature. Before the liberal defeat of 1905 he had risen to be provincial secretary and afterwards he was for a short time leader of the opposition. Then he was invited by Sir Wilfrid Laurier, who made him his minister of railways and canals. He was defeated in 1911 but a seat was found for him and he is today recognized as leader of the Ontario Liberals in the House of Commons.

Lighter vein. Long Ones. "Have a stormy trip over?" "Yep. Didn't eat a single breakfast. Nothing but coffee and rolls." "Did the steward furnish the rolls?" "No, the ship."

No Wonder. "My wife is crazy about becoming a moving picture actress." "Why?" "Because some of the pictures now talk."

Art of Collection. Howard—Every book in my library has the author's autograph. Coward—How do you manage it? Howard—I never borrow any other kind.

Our Language. "If that mining stock goes up I shall make a lot of money." "But if it mine goes up you won't."

Almost Hit It. Mrs. Kawler—So you think that Mrs. Jones is in an unfortunate position. Mrs. Blunderby—Unfortunate! My dear, I wouldn't be in that woman's shoes for all the wealth of Croesus.

Cheaper. "There's only one reason that I can think of for wanting to be immensely wealthy." "What's that?" "I could live cheaper."

"You could live cheaper?" "Yes. I wouldn't have to keep up an expensive front just to make other people think I'm rich."

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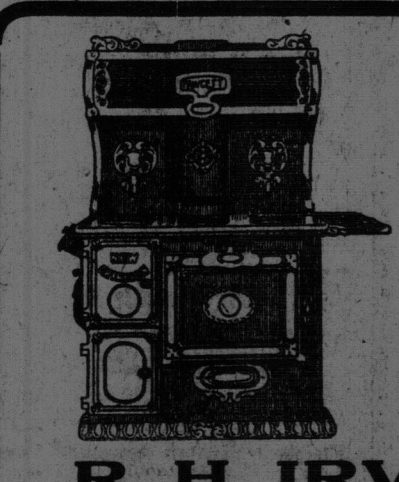
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HON. MR. PUGSLEY WILL TRY TO SECURE FACTS

To Bring up Cautious Matter in Parliament—Valley Railway Affair a Bungle. (Daily Telegraph). Just before leaving for Ottawa last evening Hon. Mr. Pugsley told a Telegraph reporter that the Gutelius agreement would again be discussed in the house, probably during the present week. He introduced the subject himself at the earliest possible opportunity, and hopes to be able to secure more information than has yet been brought to light, with the object of preventing the renewal of the agreement for another year.

Mr. Pugsley came to the city on Sunday, owing to a slight illness of Mrs. Pugsley. Speaking of the situation in the house, previous to his departure last night, Dr. Pugsley said that the debate on the National Transcontinental report would probably continue until Wednesday, when he thought the vote would be taken. He made reference to the masterful speech of Hon. Mr. Graham in the house a few days ago, and other Liberal members who followed him proving the partisan nature of the report. Dr. Pugsley said that the Gutelius-Bowworth affair could not possibly be brought up until the N. T. R. report had been settled.

"What a bungle is being made of the Valley railway," said Dr. Pugsley. "No matter what is done, the people of the province will have a heavy financial burden to shoulder. The crisis," he said, "is lamentable."

MORNING NEWS OVER THE WIRE

Everett Lamb, coal trimmer with the Dominion Coal Company, at Parrsboro, N. S., was killed yesterday by being run over by an engine. He was about seventy years old.

The Normal School at Fredericton has been ordered closed until after the Easter vacation because of an epidemic of scarlet fever which is widely spread through the capital and Marysville. Several students have been ill with the disease.

R. A. Pringle, K. C., of Ottawa, has been appointed by the Borden government to inquire into the charges of F. B. Carvell, M. P., of Carleton, and admissions of H. P. McLeod, M. P., for York, regarding the cost of the Southampton Railway in New Brunswick. This was what the opposition demanded some time ago.

Permission was asked yesterday of the Woodstock town council by A. B. Gould

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have been using the Nerve Food for months now, and am still taking it, as it just suits my needs, and is building up my system wonderfully. I was so nervous I could not sleep, but now I sleep soundly at night, and wake up feeling refreshed and ready for the day's work. I know it is Dr. Chase's Nerve Food that has brought about the great change in my condition, and am thankful for it. My husband was a great sufferer from itching piles, and has been entirely cured by Dr. Chase's Ointment.

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